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Miscellaneous.

**The Steam Marine of the Port
of New York ;**

EXAMINED IN ITS CONNECTION WITH
THE SOUTHERN PORTS OF THE
UNITED STATES AND THE WEST
INDIES, AND IN ITS COMMUNICATION
WITH THE ATLANTIC AND PACIFIC
OCEANS.

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The power and influence of steam in the nineteenth century, have furnished an inexhaustible theme for the speculations of the man of science, and opened an unlimited field to the enterprize of the merchant ; while, to the world at large, its achievements have been a source of wonder. The invention of the Mariners' Compass and the application of steam to the propelling of ships have equally marked an extraordinary epoch in the history of Ocean Navigation. The latter, though of recent origin, is one of the most interesting and instructive of any event of the age. The writer of this paper purposes to present a few facts and statistics in connection with this subject, derived from authentic sources ; and to trace, particularly, the growth of that leviathan power, which, from a small barque, timidly

braving the perils of the sea, has increased to mammoth ships ; and which, in its strides of communication between continents, has revolutionized the time of the ocean and annihilated the space of distant coasts.

The incredulity which is ever opposed to the improvements which effect the destiny of the human race and the advancement of the world in science, was not wanting in the application of steam to ocean navigation. As illustrative of this, it is instructive to trace the progress of this great marine, from the time that a distinguished Member of the British Parliament declared in presence of a corps of Engineers, assembled before a Committee of the House of Commons, that he would swallow the first steam engine, that propelled a ship across the Atlantic, to the day that steamers of the largest class crossed in some nine days and seventeen hours.

With the incredulity of men of intelligence, Steam Ocean Navigation, in its origin, like almost all other novelties, had equally to contend against the prejudices of men of science. Dr. Lardner, notwithstanding the contradiction which has recently been made in an English Journal, expressed

his opinion decidedly against the practicability of such an enterprise; and at a time when he was the great accredited authority of the steam engine in England. The writer of this paper remembers to have heard the same distinguished authority to declare, in one of his lectures in this country, upon the same subject, an opinion adverse to the success of ships of the larger class navigating the ocean by steam. But these obstacles of prejudice and incredulity are but the repetition of the history of every new enterprize and invention, superseding old and established principles in science and in commerce; and so they will ever continue to exist, but in the undying faith and intrepid energy of those who create and establish them.

Without disparaging the enterprize of other nations, it is a source of national pride to Americans that a vessel from the United States was the first to perform the novel feat of crossing the Atlantic by steam. Although this fact was very generally known, yet some conflicting statements attending the sailing of an English steamer, soon after, contributed to involve the matter in controversy until a final decision was given to the point by establishing it conclusively and satisfactorily from the files of the English journals. Col. Jno. F. Cunningham, Commissioner to the World's Fair from Virginia, in a letter to the London Times, remarking upon some comments of that journal upon steam machinery on exhibition, in which it claimed that the Sirius, an English steamer, was the first which had crossed the Atlantic, quoted from its own files, and 'Lloyd's,' the announcement of the arrival at Liverpool in June, 1819, of the American steamer Savannah, from Savannah, Georgia, the first which had performed the trip. The success of this experiment, though small in itself, yet the precursor of great results, is shared equally by the North and the South of the United States. The Savannah was built in New York and sailed from a Southern Atlantic Port. She represented the skill of Northern Ship Builders and the enterprize of South-

ern Merchants. She was commanded by Capt. Rodgers, of New Bedford, Mass.

The Savannah, of 300 tons, commenced the rivalry of Steam Navigation between the United States and Great Britain upon the Atlantic Ocean.

Of the British steamers, which have succeeded the earlier and smaller enterprizes of English companies, between the United States and Great Britain, by far the most successful and extensive line is "*The British and North American Royal Mail Steam Ships*," between New York and Liverpool and Boston. This company was established in 1838, by the Messrs. Cunard, of Liverpool, under whose successful management it has grown to its present magnitude. The Britannia was the first ship of this line which crossed the Atlantic. She made the passage in the July of 1838. These steamers, very appropriately, are named after the four continents and some of the most important countries of the world; as those of the American line are, with equal propriety, called after great oceans. They number, at this time, nine ships, of the following denomination:—

Arabia,	2500	Africa,	2200
Asia,	2200	Niagara,	1800
Europa,	1800	Canada,	1800
America,	1800	Cambria,	1500
Persia,	3100		

The Arabia is announced as almost completed and will bring out the mails from Liverpool on the 1st of January 1853. The Persia will be ready next summer. She is of iron, and it is said, will be the largest steamer in the world. These are both side-wheel steamers. In addition to these, not yet placed upon the line, there are several other iron screw steamers, announced as being in the process of construction for this Company; viz., the Alps, the Taurus, the Teneriffe, the Balbec, the Melita, the Etna, and the Jura, varying from 1000 to 2000 tons. These are all building on the Clyde and will follow each other in rapid succession so as to keep up the regular communication between Great Britain, New York, and the Pacific. The Andes, the first of the Cunard Company's line of screw steamers, was announced by

the Liverpool Times of the 20th ult., to have arrived at that port from the Clyde. The Alps, the second of the line, is expected to be ready this month. This auxiliary fleet of steamers is intended to establish a regular weekly communication between New York and Liverpool, instead of fortnightly as at present.

The ships of this company, between Boston and Liverpool, stop at Halifax. Their purposed time of departure from Liverpool is on the Saturday of every week; and from the United States, the Wednesday of every week; commencing, for the year 1852, from Liverpool for New York, Saturday the 3rd of January; and for Boston the alternate Saturday, throughout the year; completing their trans-Atlantic annual voyage, Saturday, the 25th of December, 1852. For the same year, from Boston for Liverpool, the first departure is made Wednesday, the 7th of January, and the last from New York, Wednesday the 29th of December. Making fifty-two trips annually each way; and averaging two a fortnight, alternately, between Liverpool and the United States ports. From the date of its establishment to October, 1852, the aggregate number of trips made by this line across the Atlantic was three hundred and sixty-eight; or seven hundred and twenty in all, each way.

The New York and Liverpool United States Mail Steamers:—
The ships of this line comprise the following;—

Atlantic,	3,000	Arctic,	3,000
Pacific,	3,000		
Baltic,	3,000		12,000
Aggregate tonnage of the Collins steamers (amounting to four of the largest class in number,) all on the line, . . .			
			12,000

This line of United States Mail Steamers was established in 1850, by Edward K. Collins, Esq. The first of its ships that sailed from New York to Liverpool was the Atlantic, 27th April, 1850. The Arctic, of this line, has made the quickest passage of the Atlantic steamers from New York to Liverpool; accomplishing it in 9 days and 17 hours. At the session of the last Congress, an ap-

propriation of thirty-three thousand dollars a voyage was made for this line of ocean steamships, as an additional compensation for carrying the United States Mail.

The proposed dates of sailing of these steamers is, from New York, the alternate Saturday of each month; and from Liverpool the alternate Wednesday: reversing the days, from each port, of the sailing of the Cunard steamers. The branch of the latter line which connects with Boston and touches at Halifax, does not legitimately come under the head of the "Steam Marine of the Port of New York;" but as they are so closely connected and identified with the same great enterprise it was deemed appropriate to introduce them in this connection.

Without a classification which would seem to give them an order of apparent superiority, we will proceed to a consideration of the other Atlantic steamers:

"The Ocean Steam Navigation Company," comprises the U. S. Mail Steamship line between New York, Southampton and Bremen, and consists of—

The Washington,	1,700 tons.
The Herman, of	1,700

Aggregate tonnage of the Ocean Steam Navigation Co., of two ships of the first class, 3,400

This Company was established in 1847.

The time of sailing of the ships of this line between each port is the Saturday of every month from New York, and the Friday and the Wednesday of the same from Bremen and Southampton. The ships of the "Ocean Steam Navigation Company" possess all the requisites in construction of the first class of Ocean Steamers. The owners of the line are the Messrs. Moller, Sands & Riera, New York.

"The New York and Havre Steam Navigation Company" consists of the U. S. Mail Steamers,

The Franklin, of	2200 tons.
Humbolt,	2200

Aggregate tonnage of the "New York and Havre Steamship Company," of two ships of the first class, . . . 4400

The Steamers of this line run between New York and Havre; stopping at Southampton both going and returning.

Their time of sailing is the Saturday of each month from New York, and the Wednesday of the same from Havre; the corresponding days of the sailing of the Bremen line between New York and Southampton, but not the same date. This Company was established in 1848. Mortimer Livingston, Esq., New York, is the Agent.

"*The Glasgow and New York Steam-ship Company*" is running its new steamship Glasgow, of 1962 tons and four hundred horse power. This Company, establishing steam communication between New York and Glasgow, is of recent origin. J. McSymon, Esq., is the agent of this Company, New York.

By this list it will be perceived, that the Ocean Steam Navigation between N. York and the trans-Atlantic ports comprise a Steam Marine of eighteen ships of the *first* class, ranging from 3000 to 1800 tons. This is under the management of five distinct companies, and forms a regular communication between New York and five of the trans-Atlantic ports, embracing the following aggregate number of ships of the different companies to the respective ports:

From New York to Liverpool, embracing the Cunard and Collins lines, of nine and four steamers respectively 13

From New York to Southampton, (including the steamers of the Havre line with the Bremen which stop at Southampton) 4

From New York to Glasgow 1

Actual number engaged 18

From this compendium it will be seen that the aggregate of tonnage embraced in the eighteen steamships engaged in the trans-Atlantic steam marine of this port, ranging from 3000 to 1800 tons, and employed in the Atlantic trade of five distinct companies, is 40,762. As follows:

9	Steamers Cunard Line	19,000
4	" Collins do.	12,000
2	" Ocean Steam Navigation Co.	3,400
2	" N. Y. & Havre Co.	4,400
1	" Glasgow & N. Y. S. S. Co.	1,962

18, Total Steamers. Total tons 40,762

The second division of our paper will comprise "*The Steam Communication between the Port of New York, and the Southern Ports of the United States and the West India Islands.*"

Observing the rule adopted in the preceding division of this paper, we will proceed to the consideration of the second and third parts of our subject without reference in their classification, to the comparative superiority of one company over another.

Since the establishment of steam communication between the Southern ports of the United States and New York, the increase of that branch of our marine has been very rapid. It comprises the following companies:—

"*The New York and Charleston U. S. Mail Steam-ship Line*" consists of the following steamers:—

The Marion	1200 Tons
" Union	1500 "
" Southerner	1000 "
" Adger	1500 "

Aggregate tonnage, 6200

This company was established in 1846, the Southerner making the first trip between N. York and Charleston. Messrs. Spofford & Tileston, N. Y., are the agents for this line of steamships. They form a regular semi-monthly communication between N. York, Charleston, Savannah and Florida. Their days of sailing are the Wednesday and Saturday of every week.

The steamers *William Penn* and *Benjamin Franklin* form a semi-monthly direct line between New York and New Orleans. These steamers were built in Philadelphia, in August 1850. Their register is 1000 tons each. The agents in New York are Messrs. E. Lincoln & Co. The aggregate tonnage of the two, propellers of this Company is . . . 2,000

The *Steam Propellers, City of Norfolk* and *City of Richmond*, form a line of communication between Charleston, Norfolk, Petersburg, Richmond and New York. This line was established in September 1851. Their tonnage is 444 and 518 tons respectively. Messrs. Maillor and Lord, N. Y., are the agents of this line.

"*The New York and Alabama Steamship Company.*" The side wheel steamship *Black Warrior*, of this line, sails between New York, New Orleans, Mobile and Havana. Her register is 1900 tons. The agents of this Company are Messrs. Livingston, Crocheron and Co., New York.

"*The New York and Savannah Steamship Company.*" The steamers *Florida* and *Alabama*, of this line, form a weekly communication between New York and Savannah. The *Augusta*, a new ship of this line, of 1350 tons, has just been completed by the same builder, and is now getting her machinery constructed at the Novelty Works. The agents of this company is Saml. A. Mitchell, Esq., New York. The aggregate tonnage of these three steamers is . . . 3950.

The Steamer Roanoke, forms a weekly communication between New York, Petersburg, Norfolk and Richmond, Va. She was launched the 25th of June, 1851, and built by Jacob A. Westervelt & Son, New York. She is 1050 tons register.

The *Jamestown*, her hull now in the process of building at the same yard, and her engine in process of construction at the same works, will add another to this line, under the designation of the "*New York and Virginia Steamship Company.*" The agents of the Company are Messrs. Ludlam & Pleasants, New York. The aggregate tonnage of these two steamers is . . . 2,100

Of the American steamers sailing between New York and the West Indies, one of the most important communications between the former port and Havana is established by the "*U. S. Mail Steamship Company.*" The *Crescent City* of this line carries the U. S. Mail, and by virtue of the law of Congress contracting for carrying the mails, the steamers of the United States Mail Company are commanded by officers of the United States Navy. Of the steamers of this line plying between this port and New Orleans, embracing the alternate voyages of the *Empire City*, the *Crescent City* and the *Cherokee*, the aggregate tonnage is . . . 4,800

In this connection we should not omit to state, that the steamer "*Black Warrior*," of the "*New York and Alabama Co.*" is also a mail steamer, touching at Havana, and commanded by an officer of the Navy.

From the foregoing estimate, we find that the number of steamers engaged in the Southern Trade is seventeen; and these plying between New York and eight different ports, viz., Charleston, Mobile, New Orleans, Savannah, Florida, Richmond, Petersburg, Norfolk. Their aggregate tonnage, employed in the steam marine of seven different companies, and varying from ships of 2000 to propellers of 444 and 518 tons is . . . 21,912

As follows:—

4 Steamers,—*Marion*, *Union*, *Southerner*, and *Adger* of 12, 15, 10 and 1500 tons respectively, New York and Charleston Steamship Company . . . 6,200

2 Propellers *Benj. Franklin* and *Wm. Penn*, (1000 each) between New York and New Orleans. 2,000

2 Propellers *City of Norfolk* & *Richmond*, between Charleston, Norfolk, Petersburg & Richmond, of 444 and 518 tons respectively. 962

1 N. Y. & Alabama Steamship Company, *Black Warrior* between N. Y. & N. O., Mobile and Havana 1,900

3 New York & Savannah Steamship Company *Florida*, *Alabama*, and *Augusta*, of 1,300 and 1,350 tons respectively 3,950

2 New York and Virginia Steamship Company, the *Roanoke* and *Jamestown*, 1,050 respectively 2,100

3 U. S. Mail Steamship Company the *Cherokee*, *Empire*, & *Crescent City*, 1,300, 2,000 and 1,500, respectively . . . 4,800

Total number of ships employed 17.

Aggregate tonnage employed 21,912

A more thorough notice of the steamers of the United States M. S. Company will be given in the division of this paper allotted to a con-

sideration of the California Steamship Companies.

The "*Royal Mail Steamship Petrel*," is a Cunard steamer 800 tons, sailing between New York, Bermuda and St. Thomas. The *Petrel* is announced as having been built expressly for a tropical climate.

The steamship *United States*, of the "*New York and San Francisco Steamship Company*" in her trips from New York to Aspinwall touches at Kingston, Jamaica; as well as steamers of the other companies plying between these ports.

In order to observe the uniformity of plan with which we set out in the beginning of this paper, we have embraced the preceding statement of the steam marine between New York and the West Indies in the the second division. A branch of this, as will be perceived, communicates with the Southern ports of the United States as well as with the Isthmus of Panama. We now proceed to the consideration of that most extensive and interesting branch of our subject, the steam-communication between the Port of New York and the Pacific.

When the Portuguese, at the close of the 15th century, succeeded in doubling the Cape of Good Hope, under the intrepid navigator, Vasco di Gama, and by opening this new communication with the East, was enabled to create a European power in India—the first dominion, until that event, which had been established by any people of Europe in Asia for one hundred years before the Christian era—there was not created a greater epoch in the commercial history of the world, nor forshadowed a mightier empire to be created in a new hemisphere by a new race, than was marked by the event, as the precursor in magnitude of consequences, of the first American steamship which doubled Cape Horn, after the discovery of gold in California.

In the contemplation of the commercial growth of nations, as well as in their political progress, comparisons are forced upon us; and the importance of these is in the truths which we are enabled to derive from the history of both. If, therefore, we in-

dulge in a few observations in this branch of our subject which, at the first view would appear to be foreign to it, we premise that the recognition of the principle we have remarked, will be a sufficient justification for our course.

Following our principle of analogy in the commercial progress of nations, from the earliest history of the world, we are enabled to trace the instrumentality of that gigantic marine, which in its leviathan strides from age to age, has explored hitherto unknown continents and united hitherto unknown people; and which has borne the banner of civilization into remote and savage countries. The progress in science or the enterprise in commerce which has enabled one nation to establish its power on one continent, has been achieved by conquest by another. As the Portuguese were the first Europeans of modern times to open a direct communication by the Cape of Good Hope with the East, the Phœnicians and Egyptians, the oldest navigators of antiquity, were the first people of the West to open a communication by sea with the Indies. What was accomplished by the incipient geographical advancement of the ancients with their limited knowledge of navigation, and what effected by the moderns, in their improvement in both, at the close of the 15th century, have been equally promoted by the application of a new power in the beginning of the nineteenth. The Americans, the youngest navigators of a new world, were the first to open a communication by steam with the Atlantic and extend its triumphs to the North Pacific Ocean; and thus connect, in a more direct line of intercourse, the golden regions of the Western world with the exhaustless treasures of the East. And as we contemplate the results of this gigantic growth of civilization and commerce in a semi-barbarous country on the Pacific coast of America, planted by the people of the New World, we are led to trace the progress of European civilization and power in the eastern Hemisphere of the old. In this comparison, however, which is irresistibly forced upon us, in the con-

sideration of this theme, we are led to indulge the belief, promoted by our national strength and excited by our national hopes, that the parallel may stop at that point which marks in blood the alternate conquest of one European nation over another in India, and commemorates it by the slaughter of her inhabitants. With the successful establishment of one European power in the East came the rapid dispossession of dominion by another. The Portuguese had hardly completed their conquest in India before the intrepid and adventurous Hollanders drove them out. The commencement of the seventeenth century witnessed the conflicts of those two rival maritime powers, and attracted the attention of Europe. This was the signal for the establishment of that remarkable company of "United Merchants of England trading to the East Indies," which, from its first charter, with a capital of £400,000, granted by Elizabeth in December 31, 1600, has grown that Herculean power of the most opulent corporation that ever existed; exerting at one time a controlling influence in a powerful government.

We do not compare California with India; nor the "United States Mail Steamship Company," or any other, with the "United Company of Merchants of England trading to the East Indies," though there are points suggested in the consideration of both to force a comparison. California is a golden land in itself; and the doubling of Cape Horn by the first steamship, after the discovery of the gold, we have said established a parallel to the doubling of the Cape of Good Hope in 1797. While the one opened a new communication to India, and established a European dominion upon the islands of the Indian seas, and paved the way for the conquest of the peninsula; the other marked the creation of an Anglo-Saxon power on the Pacific Ocean, and connected in a more rapid means of communication the Western and the Eastern Continent.

With these preliminary remarks, we now proceed to the third division of our paper.

The "*Pacific Mail Steamship*

Company," which, in connection with the "*United States Mail Steamship Company*," on the Atlantic side, carries the United States mails to California and Oregon, was established in Oct., 1848. It numbers at this time fourteen steamers of the following denomination:—

The Golden Gate	2,500 tons
Tennessee	1,300 "
Northerner	1,200 "
Republic	1,200 "
Oregon	1,099 "
Panama	1,087 "
California	1,050 "
Columbia	800 "
Carolina	600 "
Columbus	600 "
Isthmus	600 "
Unicorn	600 "
Fremont	600 "
John L. Stephens	2,500 "

Total of tonnage of the Pacific Mail-Steamship Company 15,536 tons.

Of these the California, Panama and Oregon, were the first built, and sailed from New York to California via Cape Horn, respectively the 6th of Oct., 1848, 17th Feb., '49, 1st Dec., '48. The Caroline sailed for the Isthmus of Panama, Feb. 1850; the Columbia, Oct. 14, 1850; Tennessee, Dec. 5, 1850; Golden Gate, Aug. 5, 1851. We have been thus particular in giving the details of these ships, they being among the first employed in this company placed upon the line.

The originators of the "Pacific Mail Steamship Company" are the Messrs. Howland and Aspinwall. Aspinwall on the Isthmus, has been appropriately called after one of those eminent merchants. These steamers are inspected and approved of by the Navy Department, and carry the U. S. mails on the Pacific side. They leave Panama on the arrival of the Atlantic steamers, and San Francisco on the 1st and 15th days of each month, and touch at Acapulco. They connect with the ports of Oregon. Chas. A. Whitney, Esq., N. Y., is the agent of the company.

In the transportation of the U. S. mails, the U. S. Mail Steamship Company on the Atlantic side connects with the Pacific Company. This line originated in the enterprise of George Law, Esq. The number of ships comprising it is nine now in

service, with one just launched, not yet having been placed on the line. They are of the following denominations:—

Georgia,	3000 tons.
Ohio,	3000 "
Illinois,	2500 "
Empire City,	2000 "
Crescent City,	1500 "
Cherokee,	1300 "
Philadelphia,	1200 "
El Dorado,	1300 "
Falcon,	1000 "
George Law,	2800 "

Total tonnage of the steamers of the U. S. Mail Steamship Company (Law's line,) 19,600.

Of the ships of this Company, the Ohio, of 3000 tons, was launched August 12, 1848.

The steamers of this line are dispatched with the California and Oregon mails from New York, on the 5th and 20th of each month, for Aspinwall; and from New Orleans on the 7th and 27th. These steamers establish, with the Pacific Mail Company, a connecting line between New York and ports in Mexico, California and Oregon.

Vanderbilt's Line for San Francisco, via Nicaragua.—This line, forming a communication between New York and San Juan Del Norte, on the Atlantic, and between San Juan Del Sur and San Francisco, on the Pacific, is composed of the following steamships, viz.:—

The Northern Light,	2,500 tons.
Prometheus,	1,500 "
Pacific,	1,200 "
S. S. Lewis,	2,000 "
Morning Star,	2,500 "
Independence,	900 "
*Pioneer,	2,500 "
Brother Jonathan,	2,100 "
Star of the West,	1,600 "
Daniel Webster,	1,200 "

Total amount of Vanderbilt's Line, . . 18,000

Of these the two first sail from New York, for San Juan del Norte, on the 5th and 20th of each month; and the five latter between San Juan del Sur and San Francisco. The "Star of the West," has recently been placed on the line, as also the Daniel Webster. From San Juan del Norte to San Juan del Sur, this line establishes a conveyance over the transit route of the Nicaragua Company. The route of this Company passes through the republic of Nicaragua, from San

Juan del Norte, by steamboats, 135 miles up the San Juan river, and across Lake Nicaragua, from which the river flows to Virgin Bay; and thence by horses and mules to San Juan del Sur, twelve miles in distance.

The Prometheus, the first steamer of this line, was built by James Simonson, N.Y., August 3rd, 1850. The Northern Light, by the same builder, was launched Oct. 25th, 1851. Star of the West, the last steamer placed upon the line, built by the same, was launched June, 1852. The Morning Star, now on the stocks, for this line, by the same, was commenced 1st of February, 1852. The Brother Jonathan was built by Perrine, Patterson, and Stack, Williamsburgh, N. Y.

"The New York and San Francisco Steamship Company" is composed of the following steamers:—

The Winfield Scott,	2,100 tons.
United States,	1,500 "
Cortez,	1,800 "
Uncle Sam,	2,000 "

Total amount of tonnage of the steamers of the New York and San Francisco Steamship Company. 7,400

The ships of this line, vary from 252 feet length, 35 feet beam, 29 feet hold, which are dimensions of the Winfield Scott, to 235 feet length, 34 feet beam, 21 feet hold, which are those of the United States.

They are equally divided upon the Pacific and Atlantic sides. Messrs. Jones and Johnson, and Davis, Brooks & Co, are agents of this line.

"The Empire City Line." This line is composed of the following steamers:—

The Sierra Nevada,	1,800 tons.
†City of Pittsburgh,	2,000 "
San Francisco,	3,000 "

Total tonnage of the steamers of the, "Empire City Line," . . 6,800

The Sierra Nevada connects at Panama with the City of Pittsburgh. The Empire and Crescent City were originally connected with this line, and sailed between New York and Chagres. The Empire's first trip to the latter port was the 17th of July, 1849. The Crescent's the 23d Dec.,

1848,—two of the first ships engaged in the California trade. Messrs. Howard & Son, New York, are the owners of this line.

From the foregoing estimate of the California and Oregon Steamships, in connection with this port, it will be seen that the number of steamers engaged in that marine is 41, including the following of the Law line, which were formerly engaged in the California trade, but which now run between New York, New Orleans and Havana, viz:—The Empire City, Crescent City, Cherokee, and Falcon, we have an aggregate steam fleet of 41 steamers.

These are under the management of five distinct companies, and embrace an aggregate of tonnage of as follows:

Companies.	Tonnage.
10. U. S. Mail Steamship Co., ten steamers, varying from 3000 to 1000 tons	19,600
14. Pacific Mail Steamship Co., fourteen steamers, varying from 2500 to 600 tons	15,536
10. Vanderbilt's line, ten steamers, varying from 2500 to 1200 tons	18,000
4. New York and Francisco Steamship Co., four steamers, varying from 2100 to 1500 tons	7,400
3. The Empire City line, three steamers, varying from 3000 to 2000 tons	6,800
41 ships. Aggregate of tonnage in the California steam marine and the port of New York	67,336

Added to this aggregate of the California steam fleet, and tonnage employed in it, the aggregate number of ships and tonnage of the Southern ports and West Indies, between these ports and New York, we have a sum total of companies, steamers, and tonnage, as follows:

Comp's.	Ships.	Tonnage.
California	5	41
Southern ports, (including the West Indies)	6	17
Total	11	58
		88,248

To this table add the aggregate number of companies, steamers and tonnage employed in the trans-Atlantic Marine, and we have a sum total of the Steam Marine of the port of New York, considered in its connection with the subject of this paper, as follows:—

Aggregate number and amount between N. York, California, the Southern and West India ports	11	58	88,248
Aggregate number and amount between N. York and the trans-Atlantic ports	5	18	40,762
Sum total	16	76	129,010

NOTE.—In the estimate of tonnage, the carpenters' measurement in most instances is given where this could be ascertained with accuracy. In other instances it is made from the general calculation of the companies. The difference between the Custom House and carpenters' measurement is sufficiently understood without deeming it necessary to go into a comparison of registers of tonnage.

The Wreckers and the Lighthouse.

There is, on a rugged and dangerous part of the coast of Cornwall an old building, which was formerly used as a lighthouse. It is situated on a projecting point of rock, which forms an island when the tide is high, but is joined to the main land by a sort of raised causeway, when the waters are low. By means of this causeway the persons who had charge of the lighthouse held communication with the shore, for the purpose of obtaining provisions, and recruiting their stock of oil.

The family of the lighthouse keeper consisted of his wife and his little daughter, a child of about ten or eleven years of age. They were good Christian people, and brought up their child in the fear of God, and taught her early to read and love his word. A little before the time of which we are speaking, the mother died, and the most precious thing she had to leave her child, was a large well-worn family Bible. There were then left to take charge of the house, only the man and the little girl.

One morning, after the light-keeper had trimmed his lamps, and got them all ready for lighting in the evening, he set off with his basket on his arm, along the causeway, for the purpose of getting provisions; intending to

hasten home again before the tide should have flowed and covered up the path.

But there were some people at a distance on the shore, who saw him coming to land, and who formed a wicked scheme to prevent him from returning to the lighthouse. These people were wreckers. They were people who frequented the coast for the purpose of robbing any wreck which came on shore. Instead of helping the poor sailors, they ill-treated them, and took away whatever they had left. It was their wish to have as many wrecks as possible, that they might get the more plunder. The object for which the lighthouse was built, was to prevent the occurrence of shipwrecks. It warned sailors that they were near the dangerous, rocky coast; it directed them to keep out to sea, and showed them the channel in which they must sail, if they would reach in safety their desired haven.

A number of these wreckers saw the light-keeper come on shore. They were expecting some merchant vessels with valuable cargoes, to come up the channel that very day; to say nothing of the great number of ships which are constantly passing that coast. So they agreed to waylay the light-keeper. They knew there was only a little child in the lighthouse, and what could she do? If they could only prevent the man from returning home, no lamps would be lighted that night, no friendly beacon would shine, no warning ray be thrown out on the dark waters; the vessels they expected would certainly run ashore, or be cast on the rocks, and they would have abundant spoil and riches in return for their wicked and cruel plot. Such was their reasoning. So they came unawares on the poor man, who was now on his road home, surrounded him, took him away to a lonely shed on the beach, tied his hands and feet, and there left him. They supplied him with food, for they did not wish to do him any harm; and having left two of their party to watch the shed, the rest of them went about preparations for their dreadful night's work.

Now let us leave the poor man, who, in spite of his entreaties and prayers, is bound in the shed, and let us go to the lighthouse and see the little girl. For several hours she goes about her usual employments. She makes the rooms tidy. She cuts up a stock of lamp-wicks. She strains the oil for future use. She prepares for her father's return. Now and then she looks out of the narrow little window facing the shore, thinking that it is time she should see him coming. The waters are beginning to flow over the causeway, but no one as yet is in sight.

She becomes more and more anxious; the waves rise higher and higher, and at last the road is completely covered by the tide, but she sees nothing of her father! Still the afternoon is not far advanced, and although she is anxious and somewhat fearful, she knows there are boats on the shore, in any one of which her father may return. Another half-hour, and she becomes alarmed. She looks out on the sea. The waters are becoming black, not black with the darkness of night, but with that blackness which, as she well knows, foretells a storm. The clouds are gathering, the wind rising; the waves are now tipped white: she knows that a tempest is at hand. She looks down westward, and just at the entrance of the channel, she sees the merchant ships, which the lighthouse keeper, as well as the wreckers, was expecting. She knows that at, or perhaps, before midnight the vessels will be near that part of the rocky coast where she is: the sailors will look out for the beacon—but her father! he is not coming yet. Is it possible? There will be no lights to-night. The vessels will be wrecked.

The poor child sat down and cried. But presently she thought of the text which she had learned that morning. It was this, "Call upon me in the day of trouble; I will deliver thee, and thou shalt glorify me." So she knelt down and prayed. She asked the Lord to be with her, and to show her what to do. When she had finished her prayer, she felt so strengthened, that she began to think whether, if her father did not come back, she could

possibly light the lamps. She went up into the lantern, but there were the lamps, far, very far out of her reach. She was but a little girl, and she feared she could do nothing.

And now evening was fast coming on. At sunset the lamps should be lighted, and if they are not, the howling tempest tells her that on that dark night, there will be fearful wrecks. She takes one more look towards the shore; her father is not coming, and she resolves to make another attempt. First of all, she kneels down again to pray, then she carries her father's steps up into the lantern, and mounts upon them to see how nearly she can reach the lamps. But she is still a long way off. There is but one more moveable thing in the house which can be of any service. It is a small table, which, by dint of great exertion, she carries up step by step, to the top; she puts the steps upon the table, and joyfully jumps upon them; she now thinks she shall surely be able to reach the lamps. But, alas! she cannot. She is within a few inches, but she cannot reach them; she might just as well be on the ground. All her labor is lost.

The sun has just gone down, and the storm is increasing in violence. The poor sailors get nearer and nearer to the rocks. They look out for the lights. Where are they? Where can they be? Have they mistaken their course? They are in great fear. The poor father in the shed is praying for his little girl, that she may be guided aright, although how it can be, he does not know. And she, alone in the lonesome tower—no, not alone, for God was with her—all of a sudden she thought of her mother's thick family Bible. Down she ran to fetch it; brought it up into the lantern, climbed on the table, then up the steps, and laid down her Bible upon them.

She paused a moment. Her mother had taught her to reverence even the outside of that sacred book. "I cannot bear to stand upon dear mother's Bible," thought she, "but if she were here, I think she would bid me do so now; I must try to light the lamps." So up she climbed, stretched out her

little arm to the utmost, lifted up her taper, and in a moment or two there shone out a light upon the black deep, then another and another, and at length the whole lantern sent forth its accustomed light, far, far out on the stormy sea! The sailors saw the light, and, by its help, steered their course in safety. The father, heard of it too, with what delight, you may well suppose—the wreckers were disappointed of their unlawful gain, for there were no wrecks that night.

Over the dark and stormy waters of a benighted world, millions of our poor fellow creatures are hastening onwards to destruction. There are dangers all around, but they see them not as they go on. Their way gets darker and darker, more and more hopeless. And are there no wreckers abroad? Yes, there is the great captain of that cruel band, eager to seize upon poor benighted souls, to destroy and devour them. There are his servants active and unwearied, watching to catch souls; some trying to put out the true light, some setting up false and deceitful lights, but all seeking to destroy.

And is there no light? Yes, indeed there is. "I," said the Lord Jesus, "I am the light of the world." And again, "As long as I am in the world, I am the light of the world." It was thus, when on earth, that he bade the poor darkened eyes around look upon him that they might see the true light.

But now he has left the world. Is there then no light now? Yes, before he came, David said, "Thy word is a lamp to my feet, and a light to my path;" and now Jesus Christ is gone back to heaven, his word, his Spirit, himself—for he is the Sun of righteousness—all give light. Happy are they who see this light, who walk in it and let it shine, so that others, seeing it in them, may turn towards its blessed rays, and be themselves enlightened.—*S. S. Journal.*

The Omnipotence of Faith.

"Diseases, says an old writer, are the *sails of the mind*. What is it

that hurries the poor drunkard to the drunkard's grave, with a velocity swift as time? Why, desire; deep, intense, burning desire; desire hardly surpassed by the demand, as they thirst for the cooling stream. What is it that hurries on the thief to plunder his neighbor, to stamp his own character with infamy, and endanger his life? Why, desire for wealth not his own. What is it that works up man to a point, when he can commit a crime, the recollection of which chills his blood—a crime that brands him with the foul deed of murder? Why desire. 'If you desire salvation, then, says Wesley, 'look for it every day, every hour, every moment.' Why not this hour, this moment? Certainly, you may look for it now, if you believe it is to be obtained by faith. And by this token you may surely know whether you seek it by faith or by works. If by works you want something to be done first. You think you must do thus or thus. Then you are seeking it by works unto this day. If you seek it by faith, and just as you *are*, then accept it now. It is of importance to observe, that there is an inseparable connection between these three points, accept it by *faith*, accept it as you *are*, and accept it *now*. To deny one of them is to deny all of them; to allow one of them, is to allow them all. Do you believe you are sanctified by faith? Be true to your principle, and look for the blessing just as you are, neither better nor worse, as a poor sinner that has still nothing to plead but *Christ died*. John Fletcher says, 'Come to a naked promise by a naked faith.' I mean by naked faith, faith stripped of feeling; with a soft heart, or a hard heart: just such a heart as you have now. If you are seeking to weep more, to get a softer heart, before you come to Christ, then you, till now, are seeking salvation by works. You see the condition God requires—*desire, prayer, faith*. Desires are the sails of the mind. Have you your sails up? Yes, some of you have. O, my dear brother, you are on the very edge of the fountain. Said the poor woman, 'If I can but touch the hem of his garment, I shall be made whole.' The crowd presses around

him. 'I am weak with the loss of blood; I fear I shall die in the attempt. Well, if I tarry here, I die; I can but die. I will make the attempt.' Borne this way and that way, by the waves of the people, now she is being borne nearer and nearer. 'If I can but touch the hem of his garment!' Now, trembling, pale, agitated, she stretches out her hand, and touches, and is made whole. Now, sinner, Christ is in the crowd; he is nigh thee; he is passing by thee; touch him, touch him, and live! In America, some years ago, there was an old gentleman who had constructed an electrifying machine. The students from one of the colleges went to his house to see this wonderful machine. He began to wind round, and round, and round, till the machine was charged with the electric fluid. 'Now, my lads,' said he, 'take hold of each other's hands; now you that stand before there, touch that brass ball.' He touched, and sudden as lightning, the shock was felt through the whole group. And if ever this promise was charged with *electrifying, galvanizing, saving power*, it is now. 'What things so ever ye desire when ye pray, believe that ye receive them, and ye shall have them.' See! see! that vessel leaving the port of Liverpool. (Now, don't you laugh at my seafaring language.) 'Ship ahoy! whither bound?' 'New York, sir.' 'New York! when do you expect to get there, captain?' 'Good vessel, sir; fair wind; I expect a short voyage.' 'Why, man, you have not a rag of sail up; I'll tell you where you'll get, if you don't take care; you'll get to the bottom.' Now here comes another vessel. 'Ship ahoy! whither bound?' 'New York, sir.' 'New York! when do you expect to arrive there, captain?' 'Look aloft, sir; the compass stands direct to a point; fair wind and a fine breeze!' How finely she's rigged—mainsail, topsail, top-gallant sail! See, how she bounds on before the breeze! The desires are the sails of the mind. Have you got your sails up? Yes, yes, bless God! I see many of you have—many of you in the gallery there, and many of you below there, have your sails up. Come—

'Blow, breezes, blow a gale of grace.'

Now, let all get down before the Lord; all of you in the gallery there, and all of you below. Now, 'what things soever ye desire when ye pray, believe that ye receive them, and ye shall have them.' It is not a cold, lifeless trust, but a good, bold, hearty venture on Christ. I cannot doubt the truth of my Lord; I can as soon doubt his divinity as his truth; I can as soon doubt his Godhead as his veracity. 'What preparation,' says one, is necessary? 'What things soever ye desire when ye pray, believe that ye receive them.' God cannot lie. I will *die* rather than doubt my God. God is not a man, that he should lie. The devil does not care a rush for a Christian believing that God is able, willing, waiting, and anxious to save the soul. Nor does he care for him believing that God will do it some time. No; it is faith in the present tense that the devil dreads—believing that God does just now do it. This simply and fully taking God at his word is the great spell. Come, my dear brother! come, my dear sister! don't be afraid to step into the sea to Jesus, as Peter did. Hark! he bids you meet him. Now step—so to speak—on the naked promise, and the Spirit and the Blood will fully cleanse. If ever my God was here, he is here now. Touch the promise—touch the hem of his garment! I know some of you are touching. He is saving some of you. Let your inmost soul cry out—

'Tis done; thou dost this moment save;
With full salvation bless!
Redemption through thy blood I have,
And spotless love and peace.'

'What things soever ye desire when ye pray, believe that ye receive them, and ye shall have them.'—*Rev. James Caughey.*

REPORT

Of the Chaplain of the Bethel Church in Portland, for the six months ending Dec. 1, 1852.

In taking a review of our labors during the last six months, we notice many things adapted to encourage and cheer us. The means of grace

have generally been well attended by seamen and others visiting our port; and we have reason to believe that in some, we hope in many, instances good has resulted—how much, the judgment day will reveal. Several have given pleasing evidence of a change of heart and life, while others have manifested much interest under the means of grace. One, who had been some nine years a wanderer from his father's house, during which he had not written to nor heard from his friends, attended one of our evening meetings, became deeply anxious about himself—sought an interest in the prayers of God's people, and, before going to sea again, indulged a hope that God, for Christ's sake, had forgiven him his sins, and joined the Sabbath School. After a voyage to Cuba, he again came into our meetings and cheerfully engaged in religious exercises, urging his shipmates to turn from the paths of sin, and beseeching his Heavenly Father to show them the plague of their hearts and lead them to Christ. He had fled from home with an older brother who, in one of the battles of the Mexican war, was shot dead by his side—after which he wandered upon the sea, a reckless, profane and drunken sailor, till, in connection with our meetings, the Holy Ghost brought him to his right mind; and now he has left the sea, and like the prodigal, returned to his father's house.

Of others who, under a sense of their ingratitude and unworthiness, have been brought to utter the prayer of the publican, "God be merciful to me a sinner," we might speak. But they are now, perhaps, on the bosom of the sea, and may that Spirit which has begun a good work in them, carry it on to the day of eternal redemption. Seven have united with the church, while two, not sailors, have removed their relation to another church. The distribution of religious tracts, papers and pamphlets among seamen at the Bethel reading room, sailor boarding houses, and on board of vessels leaving port, has been prosecuted to the extent of our means, and we trust that these little messengers of grace have frequently interposed and filled up the

time which would otherwise have been occupied with the lewd song or the profane and blasphemous joke. In regard to funds to supply religious tracts and reading matter, we feel sad to say that we are lamentably deficient.

EXTRACTS FROM THE "LOG BOOK"
OF THE CHAPLAIN OF THE BETHEL
CHURCH IN PORTLAND.

26 Nov.—Had a pleasant interview this morning with W., a converted sailor. An intelligent young man called this afternoon, and after a pleasant interview, said, "I am a steward, and as such I have served several years in hotels and steamboats—I came here to spend Thanksgiving with an aunt, and have called upon you to sign the temperance pledge." "Why, sir," I inquired, "do you wish to sign the temperance pledge?" "Well, sir, I am just recovering from a drunken spree, of which I feel much ashamed. I met here some old associates who invited me to drink. I yielded to the temptation, drank, and with others, before the evening passed, away was intoxicated, and we talked and acted more like fools than men. I want to take the pledge that I may hereafter resist the temptations with which I met here." He signed the pledge, and may God give him strength to keep it.

27 Nov.—Six colored men called this afternoon—cooks and stewards. Furnished them with Bibles and religious tracts and papers, of which they were destitute. After a long and familiar conversation about the evils of intemperance and of the importance of believing and obeying the Word of God, five of the six took the temperance pledge.

28 Nov.—*Sabbath*.—Temperance meeting in the evening—a full house. Rev. Gent. Peck, and McDonald, and Hon. Neal Dow addressed the meeting.

29 Nov.—Met with several seamen and others who spoke in high terms of the meeting last evening. Found at the Hospital some who appeared interested in serious things, and free to converse on topics pertaining to

their spiritual and future well being; gave them tracts used on Mondays. This afternoon a goodly number of seamen called at the Reading Room, among whom were two Scotchmen from Glasgow, one of them said, "I came in here to sign your temperance pledge. I am a Rechabite, was such in Glasgow, have been a sailor seven years and never violated my pledge till I came to Portland." "Why did you break your pledge in Portland?" "I came here from Boston some days ago, having heard that wages were eighteen dollars in Portland, while they were but fifteen in Boston. I went out one evening and with my associates took a glass of beer, became confused, and was led on by them to drink more, and with them became noisy; the police interfered and took one of our number, and, in attempting to secure him from them, one of our boys stabbed an officer. We were then taken prisoners. Some of us have had our trial and I got clear by paying ten dollars and costs. I have learned a lesson here in Portland." He appeared penitent, and with two others signed the pledge, whom I furnished with the Scriptures and tracts.

MIRROR.

Origin of American Missions in China.

Forty-five years ago there was only one man, Sir George Staunton, who was acquainted with both the English and the Chinese languages. The first Protestant missionary in China was the Rev. Dr. Robert Morrison, who was sent out by the London Missionary Society, and arrived at Canton, by the way of Philadelphia, on the 4th September, 1807. He at first attempted to live and dress like a Chinese, in the hope of thereby gaining access to the people, and evading the vigilance of the Chinese authorities; but finding these compliances of no use, he removed from Canton to the Portuguese port of Macao, where he applied himself diligently to the learning of the language. In 1813 he was joined by the Rev. Dr. William Milne, who removed to

Malacca in 1815, leaving Morrison again alone in China. Dr. Milne died in 1822, leaving the whole burden of Chinese evangelization in the hands of Dr. Morrison.

The East India Company, who then enjoyed a monopoly of the English trade to China, threw obstacles in the way of sending additional missionaries from England: and for this and other reasons, Drs. Morrison and Milne had for several years turned their eyes to the American Churches for help. Letters were sent from time to time to leading ministers in this country, but for a long time without bringing any favorable response. In the month of November, 1827, Providence brought to the port of Canton, a pious American ship-master, Capt. Crocker, of the ship *Liverpool Packet*; who associated himself with Dr. Morrison, and Mr. D. W. C. Olyphant, of New-York, a pious merchant then residing at Canton. These men hoisted the Bethel flag for prayer-meetings on board Captain Crocker's ship; they also observed the Missionary monthly concert of prayer, on the first Monday evening of the month, and this, as Dr. Morrison observed, made up the chain of intercessions extending round the globe. They also wrote unitedly, and individually, to the American Board of Missions, to Rev. Dr. Spring, and to other Christian friends in America, urging the adoption of immediate measures to send missionaries to Canton, to enter into Dr. Morrison's labors for the Chinese, and that one man should be sent to labor specially as the chaplain of the seamen and foreign residents who speak the English language. An elaborate and pathetic appeal to the American Churches was also forwarded; but the power of the press was not then fully understood, and the document never was printed.

There can be no doubt that these representations were regarded with deep interest by those to whose hands they came; but the way was not prepared for responsive action immediately. In the summer of 1828, the American Seamen's Friend Society commenced its operations, and procured the stated services of an agent

and editor. About the beginning of 1829, copies of these papers with several publications came into the hands of this agent, who was also the acting secretary of the Society. They made on his mind a deep impression, to the effect that something ought to be done. He prepared from them an elaborate article on China as a field for missions, which was published in the *Christian Spectator*, and was perhaps the first formal call upon the American Churches to adopt China as the field of their missionary labors. He also laid the subject before the Executive Committee of his Society, who, in February, formally voted to send out a seamen's chaplain for the port of Canton, as soon as the proper man could be procured, with the means for his support.

Early in autumn, the door opened for action. Mr. Olyphant had chartered the excellent ship *Roman*, Captain Lavender, to sail from New-York for Canton, about the middle of October; and he wrote both to the Seamen's Friend Society, and to the American Board, urging each to send out a missionary, and offering them a free passage in his ship.

Those who have ever transacted business with Mr. Olyphant, will easily understand how his modest and simple proposals produced on those to whom they were addressed, the practical conviction that the thing was now to be done. Mr. Evarts, the Secretary of the American Board, went at once from Boston to Andover, in quest of a missionary. He was directed to Mr. Elijah C. Bridgeman, a young man who had just completed his course of study in the theological seminary, and who had partly formed the purpose of becoming a foreign missionary. The case was spread before him; and after a few hours of prayerful deliberation, he resolved to go. He went at once to his native place, Belchertown, Mass., where he was ordained, took leave of his friends, and in less than two weeks, presented himself in New-York, prepared to embark. The Rev. Dr. Bridgeman has lately made his first brief visit to his native land, after an absence of twenty-three years. Modest and

unassuming, without any display or sounding of trumpets, he has devoted himself chiefly to the study of the Chinese language and literature, in which he is now, doubtless, the ripest and most critical living scholar. Four hundred millions of people will one day bless God for his labors, in transferring so much of the knowledge of Christian nations into their tongue, in a style to command their respect and confidence. Long may his life continue, that he may mature and multiply the fruits of his indefatigable study and toil for the benefit of the Central Flowery nation of the Pacific.

The Seamen's Friend Society were equally successful, but the circumstances which led to the happy result were more peculiar. In the papers and publications spoken of, which were sent from Canton to New-York, there were numerous references to the Christian Churches which had existed two centuries ago in the settlements then owned by Holland among the islands of the Indian Archipelago. Dr. Milne had been much interested in the relics of these ancient Churches. Hence, the idea arose, which was expanded in the article published in the *Christian Spectator*, of connecting the Seamen's Mission with an attempt to revive some of these Churches, with the hope, also of thereby awakening more of a missionary spirit among the Reformed Protestant Dutch Churches in this country. It was a matter of regret that, at that time, so numerous and wealthy a body of Christians should feel and do so little in the cause of missions.

Filled with this idea, the agent, on receiving Mr. Olyphant's earnest appeal for a chaplain to go out in the Roman, called on the late John Nitchie, Esq., so long the esteemed office agent of the American Bible Society, and a leading elder of the Dutch Church, to inquire whether he knew of any young minister in that connection, possessing a missionary spirit, who would be likely to accept the appointment of seamen's chaplain at Canton, with permission to visit the Dutch Churches of Batavia and Malacca, in the hope that the report

therefrom might kindle a new fervor in the Churches here at home. After conversing freely upon the plan, Mr. Nitchie observed that he was acquainted with but one of their young ministers who would be likely to enter into such a design; and he had been settled at Athens, near Hudson, New-York, where his labors were highly useful, until impaired health had impelled him to leave. The name of this young man was David Abeel, and he was probably at his father's house in New Brunswick. Mr. Nitchie thought that his own pastor, Rev. Dr. Mathews, would be likely to know where he was, and that his advice and influence would be most serviceable in helping his young friend make up his mind to go, if there were no special obstacles in the way. Dr. Mathews was accordingly waited on at once, and he entered warmly into the project, and took immediate measures to lay the matter before Mr. Abeel, with all the public and personal considerations involved in its decision.

To a young man brought up as tenderly as Mr. Abeel had been, the only son of his aged parents, and the only brother of his amiable sisters, surrounded by troops of kind friends, and with the most pleasing prospects of usefulness and happiness in the work of the ministry at home, it might be supposed that such a proposition, involving so many and such various labors and changes, in an enterprise so new, and under the patronage of an infant Society, whose very existence was rather an experiment than a fixed fact, could have presented but few attractions, while it must have presented itself surrounded by a multitude of obstacles and objections. But the missionary spirit was there, as a living principle; and the love of Christ, the desire to extend the boundaries of the Redeemer's kingdom, and promote the spiritual welfare of the Churches, prevailed above all personal considerations. The proposition was made to Mr. Abeel at New-Brunswick on the same day that it was made by the American Board to Mr. Bridgeman at Andover; and on the same day, less than two weeks afterwards, both these devoted brethren arrived

in New-York, prepared for the voyage. The annals of missions, it is believed, contain few instances of equal readiness in the acceptance and execution of a proposal so totally unanticipated and so self-sacrificing.

During the few days of their stay in this city, while the ship was getting ready for sea, several highly interesting public meetings were held, at which the objects of the mission were presented, and many prayers were offered in behalf of the two young men on whom the lot had fallen to be the first-fruits of American zeal for the conversion of China to the service of the true God. All things being ready, they sailed on the 14th of October, 1829, and arrived in China on the 16th of February, 1830, in good health. They were warmly welcomed by good Dr. Morrison and by Mr. Olyphant, who omitted nothing that he could do for their comfort and usefulness.

It is not proposed, in this paper, to continue the history of American missions in China. Mr. Abeel, who won the love of all to whom he became known, left the chaplaincy at the end of a year with the full consent of the Seamen's Friend Society, and afterwards spent many years in India and at home, under the patronage of the American Board of Missions, his efforts resulting in the establishment of a Dutch mission in Borneo, and another at Amoy, and in the organization at home of the Foreign Missionary Society of the Reformed Dutch Church, which has sent out quite a number of valuable missionaries to those Eastern regions. He returned home, at last with a broken constitution, and after a lingering sickness died among his kindred, in great peace of mind, and with the joyful hopes of the gospel which he had preached at the ends of the earth. There are now eighteen distinct societies having missions in China, seven of which are American; and these together have sent out one hundred and fifty missionary laborers to that country, of whom eighty-eight were from this country. Of seventy-eight missionaries now in China, forty-four are Americans. Surely,

the kingdom of God is like the grain of seed which is cast into the ground, until it springs up and grows, and becomes a broad tree, whose branches shelter and feed the nations.—*National Magazine*.

Such was the beginning of the operations of the American Seamen's Friend Society, formed in 1826, and reorganized in 1828. Now its Chaplains and Missionaries are scattered around the globe;—in China, the Sandwich Islands, New Grenada, Chili, Brazil, West Indies, St. Helena, France, Sweden, Denmark, New Brunswick, &c., &c.

Unpublished Letter from John Randolph of Roanoke.

We take pleasure in laying before our readers the following letter, from the celebrated Orator and Statesman, John Randolph of Roanoke. The letter of the Rev. Mr. Tustin, explains the circumstances under which Mr. Randolph's letter was written:—

WASHINGTON, (D. C.) Dec. 14, 1852.

To the Editor of the Union.

DEAR SIR,—Not satisfied to partake alone of the mingled emotions of pleasure and sadness, which have been awakened in reading the following letter from the brilliant and eccentric Orator of Roanoke, I send it to you for publication, that the readers of the Union, and the public generally, may share in the sorrowful gratification which I have experienced in its perusal. It proves beyond question, that, whilst, from disease and other causes, Mr. Randolph exhibited on some occasions an irascible and peevish disposition, his heart was nevertheless the depository of some of the finest and noblest feelings of which our fallen nature is capable. I do not accord fully with all the sentiments he has here expressed, but in its general tenor and spirit the letter has my most hearty approbation. It is a beautiful specimen of fraternal sympathy and affection, expressed in terms of tenderness and propriety which I have never seen excelled. It was written to his half-brother, the Hon. Henry

St. George Tucker, on the occasion of the demise of his eldest son, a youth of singular promise—possessing largely the personal and intellectual attractions of his accomplished father. It is proper to remark that the letter was found among the private papers of the distinguished gentleman to whom it was addressed, by his son, John Randolph Tucker, of Virginia. Having been long associated with the family of Judge Tucker, in terms of intimate friendship, I have obtained permission from Mr. Beverly Tucker, of this city, to dispose of the communication as my judgment and sense of propriety might dictate. I therefore send it to you for publication, and bespeak for it especially the attention of those who, in the days of other years, were associated with its distinguished author in the relations of personal and political friendship.

Very respectfully,

Your friend and obedient servant,
SEPTIMUS TUSTIN.

[LETTER FROM MR. RANDOLPH.]

“May *He*, who has the power, and always the will, when earnestly, humbly, and devotedly entreated, support and comfort you, my brother!—I shall not point to the treasures that remain to you in your surviving children, and their mother, dearer than all of these put together. No; I have felt too deeply how little power have words that play round the head to reach the heart when it is sorely wounded. The commonplaces of consolation are at the tongue's end of all the self-complacent and satisfied, from the pedant priest to a washer-woman. (They who don't feel can talk.) I abjure them all. The father of Lord Russell, when consoled with according to form, by the book, replied—“I would not give my dead son for any other man's living.” May this thought come home to your bosom, too; but not on the same occasion. May the spirit of God, which is not the chimera of heated brains, nor a device of artful men to frighten and cajole the credulous, but is as much an existence that can be felt and understood as the whisperings of your own heart, or the love you bore to him

that you have lost—may that Spirit, which is the comforter, shed His influence upon your soul, and incline your heart and understanding to the only right way, which is that of life eternal! Did you ever read Bishop Butler's Analogy? If not, I will send it to you. Have you read the Book? What I say upon this subject, I not only believe, but I know to be true—that the *Bible*, studied with an humble and a contrite heart, never yet failed to do its work, even with those who from idiosyncrasy or disordered minds, have conceived that they were cut off from its promises of a life to come.

“Ask, and ye shall receive; seek, and ye shall find; knock, and it shall be opened unto you.” This was my only support and stay during years of misery and darkness; and just as I had almost begun to despair, after more than ten years of penitence and prayer, it pleased God to enable me to see the truth, to which until then my eyes had been sealed. To this vouchsafement, I have made the most ungrateful returns. But I would not give up my slender portion of the price paid for our redemption—the ransom of sinners—of all who do not hug their chains, and refuse to come out from the house of bondage—I say that I would not exchange my little portion in the Son of David for the power and glory of the Parthian or Roman Empires as described by Milton in the temptation of our Lord and Savior—not for all with which the enemy tempted the Savior of man.

“This is the secret of the change of my spirits, which all who know me must have observed within a few years past. After years spent in humble and contrite entreaty, that the tremendous sacrifice on Mount Calvary might not have been made in vain for me—the chiefest of sinners—it pleased God to speak his peace into my heart—that peace of God which passeth all understanding to them that know it not, and even to them that do. And although I have now, as then, to reproach myself with time mispent, and faculties misemployed; although my condition has on more than one occasion resembled that of

him who, having one evil spirit cast out, was taken possession of by seven other spirits more wicked than the first, and the first also; yet I trust that they, too, by the power and mercy of God, may be, if they are not, vanquished.

"But where am I running to? On this subject more hereafter. Meanwhile, assure yourself of what is of small value compared with that of those who are a piece of yourself—of the unchanged regard and sympathy of your mother's son. Ah! my God! I remember to have seen her die—to have followed her to the grave—to have wondered that the sun continued to rise and set, and the order of nature go on! Ignorant of *true* religion, but not yet an Atheist, I remember with horror my impious expostulations with God upon this bereavement—"but not yet an Atheist." The existence of Atheism has been denied—but I was an honest one. Hume began and finished me. I read Spinoza and all the tribe. Surely, (——) who gave me "Hume's Essay upon Human Nature" to read, administered "Beattie upon Truth" as the antidote—Venice treacle against arsenic and the essential oil of bitter almonds—a bread and milk poultice for the bite of the cobra cabelle.

"Had I remained a successful political leader, I might have never been a Christian. But it pleased God that my pride should be mortified; that by death and desertion, I should lose my friends; that, except in the veins of a maniac, and he, too, possessed "of a child by a deaf and dumb spirit," there should not run one drop of my father's blood in any living creature beside myself. The death of Tudor finished my humiliation. I had tried all things but the refuge to Christ, and to that, with parental stripes, was I driven. Often did I cry out with the father of that wretched boy, "Lord, I believe help thou mine unbelief!" and the gracious mercy of our Lord to this wavering faith, staggering under the force of the hard heart of unbelief, I humbly hoped would, in his good time, be extended to me also.—St. Mark. vii., 17—29.

"Throw Revelation aside, and I

can drive any man by irresistible induction to Atheism. John Marshall could not resist me. When I say any man, I mean a man capable of logical and consequential reasoning. Deism is the refuge of those that startle at Atheism, and can't believe Revelation; and my ——, (may God have forgiven us both,) and myself used, with Diderot & Co., to laugh at the deistical bigots who must have milk, not being able to digest meat. All theism is derived from Revelation—that of the laws confessedly. Our own is from the same source—so is the false revelation of Mahomet—and I can't blame the Turks for considering the Franks and Greeks to be idolaters. Every other idea of one God that floats in the world is derived from the tradition of the sons of Noah handed down to their posterity.

"But enough—more than enough—I can scarcely guide my pen. I will add, however, that no lukewarm seeker ever became a real Christian; for "from the days of John the Baptist until now, the kingdom of heaven suffereth violence and the violent take it by force"—a text which I read 500 times before I had the slightest conception of its true application.

Your brother,

J. R. OF ROANOKE.

To H. St. G. Tucker, Esq.

Letters from Polynesia.

No. 4.

Arrivals of Whale Ships.—Attendance at the Chapel.—Success of the Seamen.—An open door of usefulness.—Japanese, etc. etc.

HONOLULU, Nov. 1852.

The fall shipping season has now fairly commenced. The whale-ships were somewhat later arriving this year compared with former years. The number arrived at the various ports of this island this season has been 175, and about 100 more may reasonably be expected during the current month. The number of arrivals at Honolulu has been much larger than ever before: the whole number at Honolulu has been already 120. At present we have over 100

whale-ships in port, besides about 20 merchant vessels. Supposing each whale-ship has a crew of thirty men, (which is a low estimate,) we have, at present, between 3000 and 4000 seamen in port. Probably 1000 more than at any previous time. Our Sabbath and weekly meetings, as you may imagine, are now full to overflowing. The last two Sabbaths the attendance was highly gratifying. It has been necessary to bring in extra seats. One feature of the audience is encouraging—I refer to the general attendance of ship-masters. I attribute this circumstance, in part, to the fact that so many ship-masters are now accompanied by their wives: about 20 such instances are now in port. The general influence is good. As years pass away I think the practice will be much more general for ship-masters to be accompanied by their wives and families. Why should not this practice become general? The masters of most American whale ships spend more time in the ports of the Sandwich Islands than they do in the United States. The course now pursued, of transshipping oil on board merchant vessels, will tend to keep whale-ships out much longer. Several ships are now taking oil, and a much larger number might immediately get freights of oil and bone.

The success of whale-ships during the last season has been very encouraging, much more so than last year. The average taken this season has been 1204 barrels to each ship; while last year the average was only about 600 barrels to each ship. All vessels have taken sufficient to ensure saving voyages, not one, I believe has come in "clean," while last year this class was quite numerous.

The general health of seamen is good. Very few deaths or accidents have been reported. Our hospital is now filled up, but as yet not a single death has occurred since the shipping season commenced. Temporal prosperity crowns the labors of the hardy whalemén. They labor hard, endure great fatigue and are exposed to fearful dangers, but in some unaccountable manner, and with the blessing of a kind Providence, their lives are pre-

served. "O that men would praise the Lord for his goodness and his loving kindness to the children of men."

In my labors among seamen I have been most cordially welcomed. It becomes me to speak of God's goodness in granting me free access to the crew of every vessel. Numbers of seamen daily call for books and copies of the scriptures. Last Sabbath afternoon probably 50 came to my study. My opportunity to distribute books and useful reading is unlimited, and I only regret that my supply at present is not more abundant. "Lift up your eyes, and look in the fields, for they are white already to harvest." While a chaplain sees much, and hears of more, that he would gladly forget, there are still encouraging features in the moral aspect of affairs. I meet with here and there one who has resolved to break off his sins by righteousness. A mate recently told me that the tract "The Swearer's Prayer," had effectually opened his mind to the sinfulness of his conduct as a drinking blasphemer, and now he was endeavouring to live a life of prayer. Other instances of a similar nature might be narrated, but even one conversion will make angels rejoice, and why should not Christian people take courage?

Allow me earnestly to entreat all the friends of seamen in the U. S. to abound in prayer for seamen. "Paul may plant and Apollos water, but God alone can give the increase."

Yesterday I met a gentleman from Lahaina. He expressed deep regret that the new chaplain had not arrived. He remarked that shipmasters said they would desert the port if they could not have a chaplain! This is rather strong language, but it is nevertheless true, that the presence of a chaplain in our ports frequented by seamen is very important.

But I have no more time to write; the mail will close this p.m. for California, and probably the largest number of letters be sent off that ever left the Islands at one time.

With esteem, I remain,

Yours truly,
S. C. DAMON.

NAVAL JOURNAL.

Commerce of New York.

From Journal of Commerce.

It will be seen that the monthly imports, compared with the previous year, continued to decline until the close of July, since which they have increased, so that the total for the year is \$129,849,619 against \$131,361,578 for the previous year. Showing a decline of only \$1,511,959. The decline as compared with 1850, is \$5,857,323. This, however, is inclusive of specie, which during the first ten months of 1850 embraced large amounts of California gold, which arrived from Chagres, and was entered as from a foreign port. Since November 1850, this item has not been entered among the imports, and there is therefore an apparent falling off in the receipts of specie. We annex a monthly comparison for three years of the receipts of merchandise, exclusive of specie, which will give, at a glance, a fair view of the import trade.

FOREIGN IMPORTS (EXCLUSIVE OF SPECIE) ENTERED AT THE PORT OF NEW YORK.

	1850.	1851.	1852.
January, . . .	11,931,554	15,258,015	10,907,361
February, . . .	8,248,459	11,690,372	9,139,284
March, . . .	9,965,835	12,815,597	12,062,481
April, . . .	11,898,024	10,339,883	10,639,319
May, . . .	10,645,954	10,876,465	7,339,151
June, . . .	7,196,171	9,809,692	9,829,850
July, . . .	19,246,278	14,424,907	12,792,190
August, . . .	11,023,744	13,275,427	15,251,771
September, . . .	10,394,764	9,615,241	12,553,430
October, . . .	8,065,511	8,554,509	8,585,183
November, . . .	6,589,990	5,752,979	8,655,301
December, . . .	4,372,719	6,698,948	10,186,073

Total . \$119,579,003 \$129,312,035 \$127,441,394

The revenue from cash duties received at this port, show that a larger proportion of the dutiable im-

ports have been made up of articles of luxury, which pay a high rate of duty. We annex a monthly statement for three years, which will be found of much interest:

CASH DUTIES RECEIVED AT NEW YORK.

	1850.	1851.	1852.
January, . . .	\$2,948,925 25	\$3,511,610 04	\$2,600,562 64
February, . . .	2,018,760 68	2,638,836 87	2,298,985 47
March, . . .	2,028,960 55	3,124,811 39	2,730,389 61
April, . . .	2,216,669 13	2,547,682 62	2,447,634 07
May, . . .	2,311,900 68	2,644,650 16	2,192,110 86
June, . . .	1,504,683 76	2,305,185 62	2,292,680 23
July, . . .	4,710,115 95	3,558,400 12	3,240,767 18
August, . . .	3,484,966 65	3,284,764 21	3,884,285 56
September, . . .	2,495,282 77	2,609,882 97	3,166,167 29
October, . . .	2,112,406 29	1,956,516 17	2,392,109 57
November, . . .	1,642,125 27	1,488,740 09	2,051,476 35
December, . . .	1,072,173 76	1,578,343 92	2,357,648 98
Total . . .	\$28,047,439 74	\$31,081,266 08	\$31,332,737 81

Turning now to the exports to Foreign ports, we find the total for the year, including specie, below the amount for the year 1851, as will be seen by the following comparison:

By a comparison of the totals, however, it will be seen that the falling off is altogether in specie, and that exclusive of this item, the Exports have increased \$2,517,714, although they are less than the very large amount reached in 1850. We annex a Summary of the exports of Specie and Merchandize for three years:—

	Specie.	Merchandize.	Total.
1852 . . .	\$25,096,255	\$48,427,354	\$71,523,609
1851 . . .	43,743,209	43,910,640	87,653,849
1850 . . .	9,982,948	50,136,300	60,119,248

The specie is as much domestic produce, as wheat or corn, and if more of it had been shipped, our home market would be in a more healthy condition. In this connection, we present a comparison of the quantity of some of the leading articles of produce shipped from this port for the last two years the total value of which is included above under the head of Merchandize. The shipments of flour have increased about 100,000 bbls, while the exports of wheat have been doubled. The shipments of corn have continued to decline for the last three years. Many other items of interest will be found in the comparison.

Arrivals for 1852.

We are indebted to James Thorne, Esq., of the United States Revenue department, for the following annual table of arrivals at this port, of vessels from foreign ports, together with the number of passengers arrived, for the year ending December 31st, 1852, inclusive:—

NATIONS.	Steamships.	Ships.	Barks.	Brigs.	Schooners.	TOTAL.
American . . .	157	802	410	634	297	2,300
British . . .	49	84	252	407	221	1,013
Bremen . . .	—	29	62	31	3	125
French, . . .	—	—	9	9	—	18
Austrian . . .	—	5	2	2	—	9
Swedish . . .	—	2	7	30	2	41
Norwegian . . .	—	2	12	28	1	43
Scilian . . .	—	—	8	10	1	19
Hamburgh . . .	—	18	25	5	—	48
Danish . . .	—	2	7	10	—	19
Russian, . . .	—	2	8	4	—	14
Belgian . . .	—	7	12	1	—	20
Dutch . . .	—	—	8	6	8	22
Neapolitan . . .	—	—	1	8	—	9
Prussian . . .	—	2	18	14	—	34
Sardinian . . .	—	—	1	3	—	4
Genoese . . .	—	—	—	4	—	4
Mecklenburg . . .	—	—	1	6	—	7
Italian . . .	—	—	2	7	—	9
Spanish . . .	—	1	2	2	—	5
Lubeck . . .	—	—	1	1	—	2
Oldenburg . . .	—	—	8	7	2	17
Columbian, . . .	—	—	—	1	—	1
Portuguese . . .	—	—	1	14	8	23
Mexican . . .	—	—	—	1	—	1
Venezuelan . . .	—	—	—	4	—	4
Hanoverian . . .	—	—	3	7	2	12
Brazilian . . .	—	—	—	3	—	3
Bavarian . . .	—	—	—	1	—	1
Total . . .	206	956	860	1253	544	3,827

COMPARATIVE STATEMENT OF ARRIVALS FOR

	1851.	1852.
Steamers . . .	165	206
Ships . . .	941	966
Barks . . .	883	860

Brigs	1303	1253
Galliot	4	2
Ketches	2	—
Schooners	588	544
Sloops	1	—
Yachts	—	1
	3,888	3,822

Decrease in 1852, 66.

PASSENGERS.

Number of Passengers from California.

1851	13,207
1852	12,158

EMIGRATION TO THIS PORT FOR THE YEAR 1852.—The following tables, which we have compiled from the books of the Commissioners of Emigration, will exhibit the emigration for the last year; also the totals for the three previous years. Subjoined is the first table, showing the number of passengers to New York, both foreign born and native, for every month in the year:—

Months.	Citizens.	Aliens.
January,	1,703	11,592
February,	2,562	5,342
March,	3,134	21,726
April,	3,545	28,193
May,	3,917	33,372
June,	5,541	49,225
July,	4,550	29,408
August,	3,359	34,513
September,	3,232	36,777
October,	2,757	17,765
November,	2,528	16,573
December,	2,224	15,019
Total	39,052	299,504

Of the foreigners, there arrived from—

Ireland,	117,537	Belgium,	82
Germany,	118,126	West Indies,	265
England,	31,275	Nova Scotia,	73
Scotland,	7,640	Sardinia,	69
Wales,	2,531	South America,	120
France,	8,778	Canada,	43
Spain,	450	China,	14
Switzerland,	6,455	Sicily,	42
Holland,	1,223	Mexico,	22
Norway,	1,899	Russia,	33
Sweden,	2,066	East Indies,	18
Denmark,	156	Turkey,	4
Italy,	358	Greece,	6
Portugal,	29	Poland,	186

Total aliens 299,504

" American citizens arrived. 39,052

" passengers 388,556

Totals.

1849	220,603
1850	212,796
1851	289,601

COASTWISE.

St'mers.	Ships.	Barq's.	Brigs.	Sch's.	Total.
January 13	33	28	38	269	376
February 26	34	32	43	353	488
March . 26	25	28	42	637	758
April . 28	26	25	31	523	633
May . 29	19	23	45	645	761
June . 23	17	18	60	512	633

July . . .	22	26	17	74	468	607
August . .	15	9	11	31	396	462
Sept'mb'r	28	16	8	46	499	597
October . .	25	19	13	64	683	804
Novemb'r	25	20	14	49	415	523
Decemb'r	20	25	11	54	564	674

Whole number as above 7,316
Which added to the Foreign . . . 3,822

Makes a total for the year of . . . 11,138
Whole number last year 11,027

Increase 111

Note.—In the above, there are no Sloops included, which if added to the many Schooners from Virginia and Philadelphia, with wood and coal,

which, though consigned here, discharge their cargoes at Brooklyn, Williamsburg, Jersey City and the adjacent towns on the Hudson, and are not boarded, owing to the remoteness of those points for general business, would make the number much greater. We estimate the *Schooners* that arrive at the above places and are not reported at eight per day, which we think a small estimate; this would give for the year, 2920 additional Schooners to be added to the Coasting trade, making the whole number of Coastwise Arrivals for 1852, 10,236

Deaths in the Seamen's Retreat.

From August to December, 1852.

	Age.		Died.
John Ramsay,	23	Ireland,	Aug. 1.
Jacob Knudsten,	30	Norway,	" 5.
Jacob Haisins,	23	Germany,	" 6.
Walter Irving,	21	England,	" 7.
Christopher T. Large,	26	Prussia,	" 10.
Thomas R. Graves,	50	New York,	" 11.
James Wafer,	30	Ireland,	" 12.
William Avis,	24	England,	" 16.
James Woods,	28	Ireland,	" 20.
Stephen Redmond,	53	Maryland,	" 21.
Isaac West,	35	Delaware,	" 23.
Charles Colman,	22	Pennsylvania,	" 23.
James Fowler,	25	Canada,	" 26.
Miguel Gonzales,	18	Portugal,	" 27.
Andrew Robinson,	42	Sweden,	" 30.
John Larkin,	38	Ireland,	" 30.
John Cole,	30	Dist. Col.,	Sept. 2.
Jose de Silva,	23	Portugal,	" 3.
John Jamison,	35	Ireland,	" 4.
Richard Davis,	24	Demarara,	" 5.
John Wilson,	64	New Jersey,	" 6.
William Wilson,	30	Norway,	" 12.
Charles Moore,	30	Maryland,	" 12.
Thomas Connor,	22	Ireland,	" 14.
Jacob Felt,	35	Sweden,	" 15.
Thomas Lemon,	30	England,	" 16.
William Durfee,	30	R. Island,	" 19.
William Haskins,	33	N. J.,	" 23.
John Kinseller,	28	Ireland,	" 24.
Edward Tobey,	47	Maine,	" 27.
Joseph Jacobs,	32	N. J.,	" 29.
Daniel McCloud,	32	Newfoundland,	" 30.
Robert Powers,	40	Scotland,	Oct. 1.
Peter McElroy,	32	Scotland,	" 5.
Frederick Andrews,	43	Connecticut,	" 6.

Burton Briggs,	38	Rhode Island,	"	9
Nicholas Sharp,	26	Prussia,	"	9.
Charles Wilson,	34	Sweden,	"	9.
John Fernando,	30	Manilla,	"	13.
Thomas Prim,	24	Massachussetts,	"	15.
James W. Smith,	22	S. Carolina,	"	15.
Richard Hewitt,	27	England,	"	17.
Joseph Lloyd,	19	Maine,	"	19.
Andrew de Cann,	40	Portugal,	"	28.
Antonio G. Caldeira,	13	Portugal,	"	29.
John Langdon,	15	New York,	"	31.
Andrew Young,	35	Sweden,	"	31.
Henry Smith,	40	Ireland,	Nov.	1.
James Mulhern,	36	Ireland,	"	1.
Gilbert Campbell,	24	New York,	"	4.
John Williams,	47	Norway,	"	5.
John Smith,	67	England,	"	6.
Robert B. Norton,	57	Massachussetts,	"	6.
George Allen,	30	England,	"	9.
Thomas Barton,	23	Ireland,	"	18.
George H. Allen,	30	England,	"	22.
John Pratt,	45	Prussia,	"	29.
John Brown,	17	Sweden,	Dec.	4.
John Allen,	22	Cuba	"	4.
Robert Kemp,	38	Scotland,	"	4.
Henry Middleton,	25	New York,	"	9.
Charles Robinson,	36	Massachussetts,	"	10.
John Kenneday,	23	Ireland,	"	10.
Robert Bennet,	24	England,	"	10.
Edward Bennan,	25	Maine,	"	12.
Andrew Colson,	32	Sweden,	"	13.
William Johnson,	25	West Indies,	"	16.
Joseph Emanuel,	20	Portugal,	"	17.
Richard Griffiths,	17	England,	"	19.
Pow Wow,	30	Sandwich Islands,	"	19.
John Jauris,	22	Cuba,	"	21.
Lewis Settes,	34	Maine,	"	28.

Total deaths, 72

Average length of life, 31 years.

Natives of the United States, 23.

W. J. was a young man, had been to sea six years, during which time had never written to his parents or heard from them. O, how his conscious neglect of his parents embittered his dying moments. He desired some money he left, sent to their address, which was attended to, and a letter received in reply, told how deeply they felt.

J. W. was an old man, for a number of years was afflicted with partial paralysis, was remarkable for an unhappy disposition of mind, would, extract evil and misery from anything. His appeared to be a desperate case—

an abundant harvest of noxious weeds, the sowing of half a century crowded the soil; but a few weeks before his death he turned his attention to the Bible, read almost constantly, became thoughtful and serious. He soon professed strong confidence in Christ, and certainly gave evidence of having experienced his pardoning love. I record this as an illustrious example of Christs power to save.

C. M. was a young man of intelligence, formed a habit of reading when very young. His father attended — Lighthouse—received a good religious education in his desolated home—but had unfortunately wandered “far from the central point of bliss.” He “had many wearisome days and nights appointed unto him,”

but he experienced the benefit of affliction. He returned to the Lord, was accepted and died in great peace.

E. T. was also a great sufferer—but without *the support*—had long tried to coax himself into infidelity, but his mind was ill at ease. He appeared to have but little, if any, of the milk of human kindness in his breast. "His hand was against every man, and every man's hand was against him." His was a dreadful death.

N. was past the meridian of life, but was visited in the Hospital by his aged mother of more than four-score years; the frosts of age had never chilled the fountain of affection. With a mother's love she pointed him to the Saviour—she wept over and plead with him—he had been a class-leader—had once kept the Sailor's Home, Boston. We have hope that he exercised genuine repentance and faith in Christ.

G. A. left a wife and child in Eng., to whom he appeared strongly attached. His last words were "my wife! my wife!" "my child! my child!"

R. K. had for years enjoyed the consolations of religion. His lamp was trimmed and burning—he was not in death like a ship under sail struck in a squall—he was ready, calm and peaceful and could say—

"Welcome sweet death to me,
I am prepared to die."

C. R. was for several years first officer in our largest ships, he had a chronic disease, at one time, a year previous to his death, was brought very low, appeared deeply penitent, he partially recovered, however, left the Hospital, but neglected his solemn covenant with God, his convictions forsook him. When he returned I conversed with him, but he declared he had never any religious emotion since his recent recovery.

MR. EDITOR,—You can make what use of the foregoing notes you deem advisable. I had intended to give you some account of our Temperance Meetings. It has been about 14 months since we organized our Society—have met weekly since, and now number over 800 members. We

have several remarkable instances of reform and will give you a few facts at some future time.

Respectfully,
D. E. FRAMBES.

Notice to Mariners.

TREASURY DEPARTMENT.

OFFICE LIGHT-HOUSE BOARD.

WASHINGTON CITY, Oct., 14, 1852.

Mariners and others interested in commerce, and the preservation of life and property from loss by shipwreck on our coast, are earnestly requested to give prompt information to the Inspectors or Superintendents of Lights, or to this Board, by direct communication, of cases in which lights are not lighted punctually at sunset, and extinguished at sunrise or in which they are not properly attended to during the night, or in which Light Vessels and Buoys are out of position; and of all cases in which the published instructions from this Board are not strictly executed, that the Board may, with as little delay as possible, apply the proper remedy, and prevent further neglect of duty in matters connected with the Lights, Beacons and Buoys of the United States.

By order of the Board,
W. B. SHUBRICK, Chairman.
THORNTON A. JENRINS, } Secre-
EDM'D L. F. HARDCASTLE, } taries.

DARIEN, GEO., December 2.

Br. ship John S. De Wolfe, from Liverpool for Savannah, recently went ashore near Black Beard Island, and is a total loss.

LITTLE EGG HARBOR, Dec., 2.

Ship Georgia, from Liverpool for Savannah, via New York, 250 passengers, was wrecked on the South end of Long Island Beach during the gale night, 3d. The passengers and crew were all landed safely.

Deaths of Seamen.

In the Hospital at Honolulu, Aug. 7th, 1852. George Mathews, a native of New York.

New York, February, 1853.

The Rescue of a Shipwrecked Crew by the Steamer Pacific.

We have been favored with an extract of a private letter from Henry W. Cowles, Esq., who has started on an European tour, before commencing the practice of law in our City, giving an interesting account of the thrilling incident that happened to the *Pacific* on her outward voyage, a graphic account of which from the pen of a lady passenger, we published some time since. We hope that justice will be done to the four dauntless heroes, who, braving the most terrific dangers, saved the lives of sixteen men, from what seemed an inevitable fate:

I was looking out of the window, and watching the waves. At one time I would look up above me, and see nothing but a mass of black water with a huge white crest; then, upon a dizzy height, I would look down upon a dark valley of restless water. The wind was blowing with such force, that no passenger ventured on deck. Suddenly the mate cried out, "A wreck!" We then rushed upon deck. Nothing was to be seen; but as I clung to one of the stays, the vessel rose on the top of a mountain wave, and directly ahead was a bark dismasted, and seemingly rolling over her last time. Our Captain had been confined to his state room ever since we left port. He came running on deck, and stood motionless till we came almost alongside. There stood on the wretched remnant of a fine bark, *sixteen men*. Two held up a red flag; while on the only rope that

remained to the stump of the mast, fluttered portions of a sail torn into shreds. "Reef the sails," shouted our Captain to the sailors. Up they went; the engine stopped, and a cheer from the wreck as if a new day had dawned upon their despairing hearts. But just at this moment the storm commenced with renewed fury. Away we bounded from the wreck, and momentarily my heart sunk within me. Around the wreck we kept beating. Now on one side we could see in the distance our forlorn hope; a great-wave would wash over her, and we dared not hope that they could remain upon their broken deck. Thus passed five or six hours of the most heart-rending anxiety. At last we neared the wreck. A rocket was fired, but the wind carried it far beyond them; another, but in vain. "Lower the life-boat," shouted the Captain; "who will venture?" "I, I, I," exclaimed four of the crew. And now think what an awful sight before us. A wreck with sixteen wretched sailors on her; our little boat, with four of our sailors in it, lashed to the rope which connected the boat with us, daring to tempt so terrific a sea. Away the billows carry them; now they ride upon a peak above us; and now they are in a valley, and a mountain of water between us. But now they near the wreck a rope is thrown to them. Hurrah! the boat's captain has it; he fastens to his bow; he hauls up to her; a wave dashes him on a level with her deck. Two frenzied men jump from the wreck, and fall into the water; and now a wave intervenes; as we rise,

we see the captain seize one by the hair, and lift him into the boat. Again, the other is caught, and, fainting, is brought in. The storm commences again; the waves run higher; but there still remain the undaunted four, and as each wave tosses them up, they rescue two others from a watery grave. A shout—they are all in the boat. Heaven help them now, for the storm king is riding in merciless fury. Cheering each other on, plying their oars skillfully, they scan the Heavens from their fickle mountain of brine and fearlessly sink into the yawning gulfs below. But where are they now? We feel the boat at the end of the line still. There she is again riding on high, and as the wave glides away she hovers under our bow. Twenty ropes, already prepared with loops at their end, are thrown into the boat and the men haul in two—two more—two—two again—two again—again, and two more, and now they are all on deck. Some leap up with gratitude inexpressible, and others are so benumbed with the cold that they cannot move. Here, as they are all kindly cared for by the crew, let us leave them. You turn, and the four heroes of the day are borne exhausted below. Cast your eye around, and you will see not only women but *men* in tears. Every heart wells in gratitude to a benign Providence, and in admiration of the heroism of four of his creatures. As I passed to the aft of the steamer, I saw the gallant little boat sinking. As it was hauled back, it struck the wheel and was broken almost to pieces. I never looked at an inanimate object with such a love as the life boat that rescued sixteen men—and as she went down my heart sank within me. The conduct of our Captain was noble and manly, and stamps him as a sailor of intellect and humanity. There are a thousand circumstances connected with this subject, and at present too numerous to mention. Again we got under way, the storm still raging. Wednesday it became calmer, and we progressed slowly along till about 10 o'clock, P. M., when some portion of the machinery of the engine broke. We

were delayed sometime in fixing that, and worked with but half the usual power until the morning. About noon to-day the engine was again stopped and a new rod substituted. There was a purse of \$500 raised by the passengers for the four sailors. At the meeting I made a speech, which, I hope, was of service to them.—*N. Y. Times.*

From the London Times of
Dec. 14.

An act of great humanity and courage on the part of an American commander and his seamen was reported in our advices from Liverpool, published yesterday. It seems that the United States Mail steamship Pacific, Captain Nye, six days before her arrival in Liverpool, fell in with the ship James Stephens, of Irvine; bound from Quebec to Glasgow. There was a very heavy sea running at the time—it blew a perfect gale. The James Stephens was waterlogged and on the point of sinking. As may be readily supposed, from the rivalry existing between the companies which are contending for supremacy in the Atlantic, it was no light matter for Captain Nye to turn aside from his course. Of course we do not mean to say that as a man of proper feeling there was any alternative open to him but that of saving his perishing fellow creatures at all reasonable hazard and at whatever commercial risk. There is, however, such a thing as cheerful, and such a thing as reluctant aid.—There is all the difference in the world between assistance tendered for form's sake, and the heroic determination to rescue a number of helpless men from peril or to perish in the attempt. Captain Nye—to his honor be it spoken—did not hesitate for a moment as to the course he should pursue. As soon as the ship was descried and there was a suspicion that she might be in danger, he gave orders to steer straight to the spot, that her real position might be ascertained. Nothing, certainly, could well be more hopeless than the situation of the James Stephens and of her crew—few things

less probable considering the state of the weather, than any effective assistance could be rendered to them. Captain Nye, however, had a life-boat lowered down, and the brave fellows who manned her strained every nerve to approach the wreck. The sea was running too high for them, and the fury of the storm must have been great indeed when such men as these were obliged to return, and confess themselves fairly beaten by the power of the elements. Still Captain Nye would not be turned from his benevolent purpose—he refused to leave the crew of the sinking ship to a fate inevitable if he deserted them, but waited for hours and hours until the weather should moderate, or some favorable chance should turn up which would give him the opportunity of taking the crew off the wreck. Again, after a long delay, the lifeboat was manned, and again her crew pulled for the waterlogged ship. This time their efforts were crowned with success, and they had the happiness of transferring the ship's company of the James Stephens from their own sinking vessel to the deck of the Pacific. We are told that the passengers by the steamer who witnessed the exertions of the men—and who were, therefore, in the best situation to appreciate their merits—instantly entered into a subscription to reward the crew of the lifeboat, and 500 dollars were collected on the spot. This is as it should be as far as the men are concerned; but it would not be amiss that Captain Nye should receive some mark of the opinion entertained in this country of his humanity and singular energy under such trying circumstances. It is by his resolution that so many of our countrymen have been rescued from a watery grave. A pecuniary reward to such a man, and for such an act, would of course be simply offensive; but it is possible in many ways to evince our gratitude to this gallant seaman for the service he has performed.

The Sailor's Resting Place.

While the American Seamen's Friend Society in its efforts to benefit

seamen shows kindness to them in every practicable way while living, it does not withhold its care for them when dead. It has recently fitted up principally for such as die at the Sailor's Home in New York a beautiful burial place in the Greenwood Cemetery. The ground, given to the Society by the Trustees of the Cemetery, has been surrounded by a nice arbor-vitæ hedge. At the entrance between two granite posts, swings an iron gate bearing the name of the "American Seamen's Friend Society."

Here then the sailor who dies far away from the home of his earliest years may find a quiet resting place; and we may say to his surviving friends—

"Weep not for him that dieth—
For he sleeps and is at rest;
And the couch whereon he lieth
Is the green earth's quiet breast."

We shall have occasion hereafter to speak of a larger burial place for seamen dying in this port, now fitting up in the cemetery of the evergreens.

For the Sailor's Magazine.

Changes and Pleasant Reminiscences.

STEAMER BAY STATE, Sept. 16, 1852

There was a line of steamers plying between New York and Providence as only as 1825. The fare between Boston and New York by stage and steamers was from eight to ten dollars, including meals, and a supply of brandy, without extra charge. The time occupied between the two cities was from twenty four, to twenty eight hours. This was the only steam communication, and most of the travel was by this route.

I took the stage from Boston, at 7 A. M., reaching Providence at noon, stepped on board the steamer in waiting, and the next morning about 10 o'clock, May 10th, 1827, landed in New York, my future home.

Since that period great changes have been witnessed in the increase of speed; in improved accommodations; in the establishment of several

new lines; in the great increase of passengers, and in the reduction of fare.

On my first trip there was a bar in the forward cabin, and card playing and profanity were not uncommon.

Such was the state of things when the late and lamented Captain Seth Thayer, took command of one of these boats. He was an advocate of temperance, in short, a devoted Christian; and commanded the respect and esteem of the community.

He represented to the owners the evil effects of placing brandy on the table at meals, and requested them to discontinue the practice. His proposition met with opposition and it was not till after a long and severe struggle that victory crowned his efforts.

The good influence of this change was so manifest that the bar was soon after removed.

Early in the year 1834 the New York Marine Bible Society, appointed an agent, the first in the city for the distribution of the Scriptures, who supplied these and other boats, and seamen generally with Bibles, which have exerted a powerful influence, for good, in our mercantile and naval marine.

These thoughts have been suggested by the scene before me in the splendid saloon, where we are sitting. On the marble table lies a handsome Bible bearing the imprint of the American Bible Society. It is a preacher of righteousness to every beholder; and it is refreshing to see one after another drink from this fountain of life before retiring.

About four hundred passengers are congregated in this floating palace. What a responsible trust for that man whose will here, right or wrong, is law! But they seem to feel that Captain William Brown is all that they can desire as a commander—gentlemanly and polite—a friend of religion—with more than twenty years experience in navigating the sound. He moves about among the passengers, speaking a kind word, as occasion offers, sparing no pains to render them comfortable and happy. There is no card playing, no profanity and nothing to offend the most refined

gentlemen or devout Christian.

In contrasting this state of things with that which existed a quarter of a century ago, my heart overflows with gratitude to God. I feel that the friends of the Bible, and the friends of seamen, have occasion to rejoice, and press on in the good work, till every vessel afloat is supplied with the oracles of Divine truth. These efforts have not been in vain, but God has fulfilled his promise:—"My word shall not return unto me void."

As we approached New York this pleasant morning, after an absence of more than two years on account of ill-health, my feelings may be better imagined than described. Everything is green and beautiful, the islands—the shores, studded with the mansions of our merchant princes—the multitudes of snow white sails, spread to catch the gentle breeze, and the crystal waters over which we are smoothly gliding, give to the scene a peculiar charm; and as the rising sun gilds the eastern horizon, all nature seems absorbed in her morning devotions, vocal with the praise of God.

"The Lord is my shepherd; I shall not want. He maketh me to lie down in green pastures. He leadeth me beside the still waters. He restoreth my soul."

I had often read those words of the Psalmist, but never before perceived their beauty or felt their power,—“Oh, that men would praise the Lord for his goodness, and for his wonderful works to the children of men!”

L. P. H.

Concord and Dover, N. H.—Ladies Seamen's Friend Society.

One of the Secretaries of the American Seamen's Friend Society has recently visited N. H., and spent a Sabbath in each of these places, addressing the people in behalf of seamen. His reception was most cordial, and the pecuniary response generous. At Concord he addressed the Ladies Seamen's Friend Society. This Society is said to be the *first auxiliary* of the American Seamen's Friend Society. It was formed in 1830, two years after the re-organization of the

Parent Society, and will be twenty three years old next March. During the first half of its existence most of its efforts were directed to the benefit of seamen in Portsmouth; giving an average of about \$50 a year—say \$550 in all—till Portsmouth, was as willing as she was able to take the work into her own hands.

During the remainder of its years, it has given the American Seamen's Friend Society \$800, besides 5 valuable boxes of clothing for its Sailor's Home in New York. Moreover it has given \$25 towards sustaining Mr. Taylor's labors among the seamen in Boston, and \$25 for the establishment of an Episcopal Bethel in that city; making in all some \$1400 besides the boxes of clothing.

Thus has it been like the Psalmist's tree planted by the rivers of water, and bringing both its fruit in its season.

This like other societies for the same object—as in Exeter, Milford and Nashua—has the principle of perpetuity. Notwithstanding the changes to which such circles are constantly exposed most of them *live*. Aye, sailors, there are fountains of christian sympathy in New Hampshire, as well as elsewhere lasting as the streams which gush from her granite hills. And it is a little remarkable that of the 16 young ladies which originally composed this Society, only one of them has yet gone to that world where there shall be no more sea.

Six of them reside in Concord, one in Manchester and one in Bennington, N.H. One in Boston, one in Cambridge, and one in Stoneham, Mass. One in Western New York. One in Putnam, O. One in Savannah, Ga. And one in Mobile, Ala.

May they long live to remember and bless the mariners. Thanks to these and other similar societies for their prompt sympathy and aid. As the Parent Society is under the necessity of enlarging its operations monthly may they be auxiliaries like "the tree of life, which bare twelve manner of fruits, and yielded her fruit every month; and the leaves of the tree were for the healing of the

nations."

Chaplain for Lahaina, S. I.

We rejoice to announce the safe arrival of the Rev. S. E. Bishop, our Chaplain to Seamen at Lahaina, Sandwich Islands, with his wife at San Francisco. They expected to sail in the "Sovereign of the Seas" for their destination the week after their arrival. Interesting communications from him in the next number.

Account of Monies.

From Dec. 15th to Jan. 15th, 1853.

Directors for Life by the Payment of Fifty Dollars.

Rev. William J. Budington, by Cong'l Soc'y, Charlestown, Mss.	45 00
Rev. Thomas Carver, by First Cong'l Soc'y, Sharon, Ct.	49 75
Rev. Dr. Kirkpatrick, by Pres. Church Ringoes, N. J. (balance.)	15 56

Members for Life, by the Payment of Twenty Dollars.

Chs. T. Beach, East Ottawa, N. Y. by N. Post, Newport, N. Y. (balance.)	10 00
George W. Waring, N. Y. by his great Aunt, B. C.	20 00
Rev. Henry W. Parker, by Bedford Cong. Soc., Brooklyn, N. Y.	20 00
David W. Buckingham, Esq. by College-st. Ch. S. School, New Haven, Ct.	26 06
Rev. John A. McKinstry, by First Cong'l Ch. and Soc'y, Torrington, Ct.,	23 77
Rev. L. B. Rockwood, by S. School Rocky Hill, Ct., (in part.)	10 00
Mrs. Lucy Gray, by Ladies Bethel Soc., Yarmouth, Me.	20 00
Deacon Andrew Peirce, by Cong'l Ch. and Soc., Dover, N. H.	37 00
Mrs. Charles Kimball, by Cong'l Church and Soc'y.,	

Somers, Ct.	32 00
Rev. Benjamin C. Lippincott, Hurley, N. Y. by B. L. Kip, N. Y.	20 00
Rev. Israel Corbit, by Trinity Ch., Jersey City, (in part.)	8 25
Mrs. David S. Woodworth, by Ladies Ben. Soc'y. of South Soc'y., Lebanon, Ct.	20 00
William Witherle, by Gentle- men's, Association, Castine, Me.	20 00
De Villo R. Holt, Chicago, Ill.	20 00
Tuthill King, do do.	20 00
Rev. M. M. Williams, by Pres. Church, Oxford and Furnace, N. J.	20 02
Rev. Mr. Blauvelt, by Pres. Church, Lamington, N. J.	20 18
Rev. Edward E. Atwater, by Cong'l Soc'y, Salmon Falls, N. H.	20 00
Mrs. Hannah L. Downe, Amherst, N. H.	20 00
Harmanus, Marshall, Ogdens- burg, N. Y. by John De Forrest, Watertown, Ct.	20 00

Donations.

From William M. Halsted, N. Y.	25 00
" Rev. Mr. Nortons' Soc'y., Athol, Mss.	12 00
" Rev. Mr. Marvins' do do do.	1 00
" Joseph Otis, Norwich Ct.	10 00
" Ladies of Main-street Cong'l Ch. and Soc., Norwich, Ct.	21 25
" S. S. Arnold, Acworth, N. H.	2 00
" Central Pres. Church, Brooklyn, N. Y.	26 00
" Cong'l Ch. and Soc'y. Marlboro, N. H.	8 00
" Meth. Epis. Church, Sharon, Ct.	11 60
" Christ's Epis. Church, Brooklyn, N. Y.	66 60
" Cong'l Ch. and Soc., Malone, N. Y.	21 00
" Cong'l Ch. and Soc'y, Goshen, Ct.	18 00
" Ladies Mite Soc'y., N. Milford, Ct.	5 00
" Mrs. L. Hine, do do	1 00

" Mrs. G. M. Merwin, do do.	1 00
" Members of Pres. Ch. Catskill, N. Y.	15 00
" A Friend in Catskill, per John Lockie.	20 00
" Mrs. E. Bailey, Meth. Epis. Ch., Duane-st. N. Y.	10 00
" Young Ladies S. F. Soc., Attleboro, Mss.	25 00
" A. Morrell Jr., Ames- bury, Mss.	1 00
" James R. Gould, N. Y.	2 50
" Cong'l Ch. and Soc'y, Newport, N. H.	11 00
" Thirteenth St Pres. Ch. N. Y.	120 43
" Union Meeting, South Church, Concord N. H.	43 56
" Capt. J. B. Montgom- ery, U. S. N. Wash- ington, D. C.	50 00
" North Cong'l Soc'y, Norwich, Vt.	6 00
" Cong'l Ch. and Soc'y, Wolcottville, Ct.	22 50
" An old Sailor, N. Y.	5 00
" First Cong'l Soc'y, New London, Ct., (balance.)	60 03
" Second do do do (balance.)	10 00
" Cong. Soc., Williams- burg, Mss.	6 00
" A Friend, Bethel, Ct.	1 00
" Female Benev. Soc'y, Edwards Ch. North- ampton, Mss.	11 50
" A Friend, Chester- field, Mss.	2 00
" Gen. Benev. Soc'y, First Parish, Hadley, Mss.	13 50
" Henry Talcott, Port- land, Ct.	5 00
" A Lady in Norwich, Ct.	1 00
" Cong'l Ch. and Soc'y New Milford, Ct.	13 37
" Ref'd Dutch Church, Astoria, N. Y.	16 15
" R. M. Blackwell, do	5 00
" First Cong'l Soc'y, Jaffray, N. H.	5 00
" Edwards Chrch Male Benev. Soc'y, North-	

ampton, Mss.	17 75	dence, R. I.	5
" Bethlehem Pres. Ch.		Total	\$1,677 11
Orange Co., N. Y.	27 39	<i>Sailor's Home, N. Y.</i>	
" A Friend, State of N.		From Sailors Friend, New	
Y.	4 61	Milford, Ct. 1 pr socks.	
" Avails of Guernsey		" Mrs. L. Hine, do do do.	
Frocks donated by		" F. A. of Concord N. H.	
Messrs. Stead and		quarto Bible, 1 temp.	
Dyer, Providence R.		vol.	
I.	150 00	<i>Sailor's Home Mobile.</i>	
" Fox Hill and Chesnut		From Young Ladies Seam.	
Grove, N. J.	7 17	Soc'y., Lyme, Ct., 2	
" New Germantown, N.		quilts, 2 comfortables,	
J.	17 00	16 pillow cses, 12 shirts	
" Danville, do	1 50	1 pair socks, 1 table	
" Pres. Church Bound		cloth.	
Brook.	17 76	" Ladies of Pres. Church,	
" Ref'd Dutch Ch do do	7 25	Montgomery, Ala., to	
" Pres. Church Port		Furnish a Room, cash	
Carbon, Pa.	4 80	\$51 00, 21 sheets, 13	
" Meth. Epis. Ch do do	3 62	pillow cases.	
" Second Pres. Ch. Bel-		" Mrs. J. Stiles, 6 com-	
videre, N. J.	16 17	forters, 2 bed covers.	
" Meth. Epis. Ch. do do	4 38	<i>Moneys received by T. D. Quincy,</i>	
" First Pres. Ch. do do	10 00	<i>Treasurer of Boston Seamen's</i>	
" H. W. Crosby, Esq.,		<i>Friend Society.</i>	
Easton, Pa.	2 50	Central Church, Lawrence,	
" A. Semple, Esq., do do	1 00	Mss. to constitute Rev.	
" Pres. Ch., Lawrence-		Wm. C. Foster, L. M.	20 00
ville, N. J.	30 00	North Cong'l Ch, Newbury	
" Meth. Epis. Ch. do do.	2 25	Port, Mss.	20 00
" Meth. Epis. Church,		First Church, Newbury do	32 00
Cokesbury, N. J.	3 76	Old South Ch. Reading do	25 61
" Meth. Epis. Ch., Par-		R. S. Storrs, D. D. Braintree	
kersville, N. J.	5 80	do.	5 00
" Pres. Church, Clinton,		Friends of Seamen in Spencer	
N. J.	21 91	do.	94 00
" Meth. Epis. Ch., do do.	2 58	John Strt Church, Lowell, do	
" Pres. Church, Bethle-		\$20 to constitute Nath	
ham, N. J., (in part.)	2 00	Allen, M. D. L. M.	80 75
" Pres. Ch., Hackets-		First Parish, Worcester (for	
town, N. J.	13 43	1851.)	33 33
" Meth. Epis. Ch., do do.	3 39	Cong'l Ch and Soc'y, Belcher-	
" Reld. Dutch Church,		town, Mss.	73 00
Griggstown and R.		Third do do Hadley, do	3 00
Hill, N. J.	18 02	Second do do Wellfleet, do	11 00
" Third Pres. Church,		Ladies Sewing Circle, Athol,	
Trenton, N. J.	20 00	do	20 00
" Cong'l Soc., Lempster,		Rev. Mr. Clark's Society,	
N. H.	3 00	Swampscut. do.	7 00
" Cong'l Soc., Meriden,		Harvard Cong'l Soc'y., Brook-	
N. H.	3 62	line, do.	52 37
" Cong'l Soc., Hinsdale,		Salem-st. Church, Boston, do.	47 53
N. H. Concert for			
Seamen.	10 00		
" South Ch., Augusta,			
Me.	21 62		
" A Friend in Provi-			